

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A locking system for motor vehicles, comprising

- a device for driving authorization;
- an actuator for controlling the engine, the actuator being manually movable between a home position associated with a parked state of the vehicle and at least one working position associated with a state in which the vehicle is being driven;
- an actuator blocking element for normally securing the actuator in the home position thereof;
- a locking bar for an anti-theft lock of the vehicle acting on a steering column, the locking bar being switchable between a release position and a locking position, the locking bar being provided separate and independent from the actuator; and
- a locking bar blocking element for securing the locking bar in the release position thereof, the locking bar blocking element being independently movable from the actuator blocking element; further comprising

- a connection that bridges a distance between the actuator blocking element and the locking bar blocking element for rendering the locking bar element active when the actuator blocking element is inactive, and, conversely, for rendering the locking bar blocking element inactive when the actuator blocking element is active, the connection having one end linked to the actuator blocking element and another end linked to the locking bar blocking element;

- wherein, when the locking bar is in the locking position, the locking bar blocking element is supported against a locking shoulder of the locking bar, and,

- wherein the locking bar blocking element causes by means of the connection the active position of the actuator blocking element, which holds the actuator in the home position thereof, to remain arrested, and wherein, when the actuator is in the working position, the actuator blocking element is supported on a working shoulder of the actuator, and wherein the actuator blocking element causes by means of the connection the active position of the locking bar blocking element, which holds the locking bar in the release position, to remain arrested.

2. (Original) The locking system according to claim 1, wherein the locking shoulder is configured to be movable together

with the locking bar when the position of the locking bar is reversed, and wherein, when the locking bar is in the release position, the locking shoulder is located at a certain distance from the locking bar blocking element.

3. (Canceled)

4. (Currently amended) The locking system according to claim 1 [[3]], wherein the working shoulder is comprised of a contour on the actuator which moves together with the actuator and is located a certain distance away from the actuator blocking element when the actuator is in the home position.

5. (Original) The locking system according to claim 1, wherein the actuator is comprised of a rotor, which is held with freedom of rotation in a stationary stator, wherein the actuator blocking element is integrated into the stator, and wherein the rotor has a control surface for the actuator blocking element, the control surface being configured as a circumferential contour into which the working shoulder is integrated.

6. (Original) The locking system according to claim 5, wherein the rotor comprises a handle for turning and actuating

the rotor.

7. (Original) The locking system according to claim 5, wherein the device for driving authorization comprises a mobile part in the possession of the authorized person and a stationary part installed in the vehicle, wherein the mobile part is a coded insertable element, and wherein the rotor has a receptacle for receiving the coded insertable element, wherein decoding means of the stationary part are provided in the area of the receptacle.

8. (Original) The locking system according to claim 7, wherein, after the insertable element has been inserted into the rotor, the insertable element forms the handle of the rotor.

9. (Original) The locking system according to claim 7, comprising an anti-pullout lock for the insertable element provided between the rotor and the stator, and wherein the anti-pullout lock is configured to allow the insertable element to be pulled out of the rotor only when the rotor is in the rotational position associated with the home position.

10. (Currently amended) The locking system according to claim 1 ^{[[3]]}, wherein the actuator comprises a slider received

with freedom of longitudinal movement in a stationary guide, wherein the actuator blocking element is integrated into the stationary guide, and wherein the slider has at least one control surface formed as a longitudinal contour, wherein the working shoulder is integrated into the control surface.

11. (Withdrawn) The locking system according to claim 10, wherein the slider is a push-type actuator and is axially spring-loaded in the direction toward the home position.

12. (Withdrawn) The locking system according to claim 10, wherein the device for driving authorization comprises a mobile part in the possession of an authorized person and a stationary part installed in the vehicle, wherein the mobile part is a coded insertable element and wherein the slider has a receptacle for receiving the insertable element, wherein decoding means of the stationary part are provided in the area of the receptacle.

13. (Withdrawn) The locking system according to claim 12, wherein, after the insertable element has been inserted into the slider, the insertable element simultaneously acts to push and actuate the slider.

14. (Withdrawn) The locking system according to claim 12, comprising an anti-pullout lock for the insertable element provided between the slider and a guide of the slider, and wherein the anti-pullout lock is configured to allow the insertable element to be pulled out of the slider only in an axial position associated with the home position.

15. (Withdrawn) The locking system according to claim 7, wherein, when the insertable element is pulled out of the rotor, the connection causes the locking bar blocking element to be inactive and the locking bar to be released.

16. (Withdrawn) The locking system according to claims 1, comprising a motor gear system for switching the locking bar from the locking position to the release position, wherein the locking bar acts with frictional engagement on an output of the gear system, and wherein the locking bar is spring-loaded in a direction towards the locking position and/or the locking bar blocking element is spring-loaded in a direction towards the active position.

17. (Currently amended) The locking system according to claim ~~claims~~ 1, comprising a motor gear system for switching the

locking bar from the locking position to the release position, wherein the locking bar positively engages an output of the gear system.

18. (Original) The locking system according to claim 1, wherein the connection between the actuator blocking element and the locking bar blocking element is comprised of a Bowden cable.

19. (Withdrawn) The locking system according to claims 10, comprising a directional locking system provided between the slider and the guide for the slider, wherein the directional locking mechanism is comprised of a ring-like closed cardioid on the guide having a sawtooth profile, and a control pin on the slider, wherein the control pin is spring-loaded toward the sawtooth profile.

20. (Currently amended) The locking system according to claim ~~claims~~ 5, wherein resting and moving contacts of an ignition-starter switch are integrated in ~~between~~ the stator ~~rotor~~ and the rotor, respectively stator.